



THE Lantern

February 2023

Volume 28 Number 2

HEADLINES

- February BBMRA Meeting – Zoom
- 2023 Layout Tour
- Jean Blodgett Passes at 77
- 2023 Show Packets Ready to Send Out
- BBMRA Important Events
- BLI's New Blue Goose for HO Fans
- Billboard Reefers Out of the Past
- Minutes

February 21, 2023, 7:30 p.m. BBMRA Meeting



BBMRA meets Tuesday, February 17, at 7:30 p.m. through Zoom.

This is a business meeting session, including discussion of March 11 layouts tour, initial planning for June 24-25 show and other major BBMRA activities during 2023.

Join Zoom Meeting

<https://us02web.zoom.us/j/87359055848?pwd=WTVtUDhBUmhXVFp3RkY4WWNnZ2NXdz09>

BBMRA Zoom: Go to Zoom Program or Internet site and use these codes.

Meeting ID: 873 5905 5848, Password: BBMRA2022

2023 In-person Layout Tour is March 11; HO & O Gauge Displays So Far; Room for Others!

Andy Millott, who has coordinated the popular BBMRA layout tours for many years, has scheduled this year's event for Saturday, March 11, and with in-person visits at various club member homes for the first time since before COVID. Four northeast Tallahassee layouts are lined up so far – three HO and one O Gauge. There is room on the schedule for others and Andy hopes you will show off your modeling skills.

Contact Andy at millott32073@hotmail.com if you are interested. And he will discuss current tour plans during the February 21 meeting.

Tom Rush, who lives in Benton Hills and Ed Grissom, who has a townhouse off Miccosukee Road, just east of Capital Circle, have offered their DCC HO layouts. Both are part of the Large-Scale Division's Sunday Group, which is open to modelers of all scales. Sam Miller has asked Andy to include his Lionel O Gauge garage layout, which has been expanded and dramatically reworked in the last few years. Bob Parmenter will open his HO layout. He also lives on the east side- off U.S. 90 just past Chaires Crossroads. Bob and Ed's displays are still under construction, but there already is lots to see.

A special edition of the Lantern will be distributed the week before March 11, with details from Andy, including times for each stop and directions.

"Hey everyone," Andy Millott notes. "I am in the process of finalizing the layout tour list for the tour on Saturday, March 11th. This is who we have on the list so far. Bob Parmenter, Sam Miller, Tom Rush, and Ed Grissom. If anyone else would like to have their layout as part of the tour, please shoot me an e-mail ASAP. Thank you in advance."

millott32073@hotmail.com



Jean Blodgett Passes at Age 77; Jean and her Family were Long-time BBMRA Members

Jean Blodgett, a long-time member of BBMRA along with her husband, David, and sons David and John, passed away February 5. She was 77 and she and David had been married more than 50 years.

A memorial service will be held at 10:30 a.m. on Saturday, February 18, at Epiphany Lutheran Church, 8300 Deer Lake Road, Tallahassee, Florida and streamed online at <https://www.youtube.com/@epiphany.online.church7002/>

From Ed Schroeder: Sad news about Jean Blodgett's death. Dave and their sons will miss her greatly. Jean and Dave always came to see my New Orleans & North Eastern Railway when I was able to participate in a BBMRA Open House and were especially cordial to welcome me to their home. They both always looked to help others. I remember when Mitchell Green was ailing at TMH following double above-knee amputation from which he passed away. They were there gently helping Mitchell. Over the years Dave took many pictures of BBMRA show and activities.

Many thanks Jean and Dave.

From Sam Miller: "David was one of the earliest HO modelers I met even before joining our train club. We live in the same neighborhood, Woodgate. Jean and the sons shared David's love of model trains, especially MoPac and Wabash. They often exchanged model train gifts at Christmas. David was a regular member of the Sunday Group until recent years when he experienced some health issues."

From the Woodgate Facebook Page:

Jean Sue Blodgett was born and raised in St. Louis, Missouri. She attended church and school at Holy Cross Lutheran before graduating from Roosevelt High School. She received a scholarship to Washington University where she double majored in English and Mathematics. She received two master's degrees from the University of Missouri-Columbia in Community Development and Math Education. She moved to Tallahassee, Florida in 1977 and joined Epiphany Lutheran church. There she served as church secretary for 10 years. She continued to be active in the congregation for the rest of her life, serving as bookkeeper, singing in various choirs, playing the piano, and leading the praise band. She was also involved in prayer and missionary work at Epiphany and Throne Room ministries.

Jean was a lifelong lover of music. She was an avid reader, particularly enjoying a good mystery. She also had a love of trains, a love she got from her father and shared with her husband. She was a very caring person and wonderful caregiver to her family and loved spending time with her grandkids. She always had a smile to share.

Jean was preceded in death by her mother and father, Dorothy and James Heyer. She is survived by her husband, David, and her sons David and John and her grandchildren Jordan and Carter.

Memorial contributions may be made to Epiphany Lutheran Church (designated for the music program or mission ministry), 8300 Deerlake Road, Tallahassee, Florida - EpiphanyStar.org or to the South East Asia Prayer Center at SEAPC.org.

June 24-25 Show & Sale: Vendor packets Just Going Out, but Commitments Already Coming In

From Sam Miller:

The 32nd Annual Tallahassee Model Railroad Show & Sale is June 24-25, 2023, and once again this is a two-day event attracting a lot of interest. The show is featured in **RailServe.net**, and over **300 community calendars**, as well as the major magazines in the model railroading hobby. Vendor packets won't formally go out until the next few days, but word is spreading, with verbal commitments for vendor and layout spaces beginning to come in.

Andy Zimmerman, BBMRA President and Show Manager, and Sam Miller, who is an HO vendor at many area shows, talked up the Tallahassee event at Golden Spike Enterprises shows in Deland and Jacksonville in January and February 2023, and shows in Pensacola and Dothan late fall 2022.

Andy will be re-activating the Tallahassee Show Committee and distributing 2023 registration packet to all of last year's sellers and exhibitors and folks who participated in previous shows, if not last year. Phil Weston has launched this year's contacts to hobby shows, area modeling clubs and community calendars.

Vendor registrations should begin coming in by next month, and we expect a rush of confirmations before May 13, when table rental fees go from \$30 to \$35. Vendors routinely pay \$65 a table for other shows, including single-day events. It is likely we will sell out our vendor space as we do most years.

The 31st Annual Show is Saturday, June 24, from 9 a.m. to 4 p.m. and Sunday, June 25, from 9 a.m. to 4 p.m. in Buildings 2 and 4, Leon County Fairgrounds.

Set up will occur on Friday, June 23, beginning at 8 a.m. for exhibitors with layouts and 10 a.m. for vendors and until 5 p.m. Set up is available on Saturday, June 25, from 7 a.m. until 9 a.m., when the show opens to the public.

Show Coordinator Andy has recruited a new N Scale manufacturer, Jacksonville Terminal Company Model trains. "I have a new manufacturer slated for the June show, a manufacturer not vendor, but they will bring products for the vendors, like Terry Tucker or Joe Ray, to sell. That will be our first manufacturer to come," Andy says. He hopes to recruit other manufacturers as well.

Another expected new participant is a major seller of Garden Railroad trains and accessories from the Macon, GA., area – Kris and Charlotte Dixon. Sam met them and their melovetrainz.com operation at the Deland show.

We expect most of our vendors from last year to participate again in June and there will be several first-time vendors. Here are folks who have committed to the 2023 Tallahassee event or who are expected to come:

Joe Ray, Wilsonville, AL: All scales, new and used, but heavily N Scale. Joe is a regular at the Tallahassee show and other area shows.

All About Toy Trains, Richard Adelberg, Melbourne. Richard did not come last year but expects to sell this year.

Larry Weigel, Homestead. Used HO and N. Larry has been selling with us for a long time. He also is active in NMRA Sunshine Region shows.

JDL Trains, Atlanta, GA. Jonathan sells and repairs Lionel engines and rolling stock. He has a good supply of Lionel parts. He committed during the recent Jacksonville show.

Todd Tait, HO, Hahira, GA. HO and N Scale used items. Todd also is one of the Georgia, Alabama, Florida N Scale T-Trak group.

Sam Miller, Tallahassee/George Allen, Eastpoint. George has vintage Lionel O Gauge. Sam has some O, but mainly used HO trains and accessories. Sam will also be selling factory-new Bachman HO items.



Wes Coscia, Tampa, FLA. Used N, HO and O, one of our largest vendors; at most Florida shows. Promised at Jacksonville he would be coming.

Mohawk Design, North Carolina, railroading t- shirts, three tables, Dal Cook was our major t-shirt vendor during the 2021 show but could not participate last year. He promised during the Deland show to be with us this June.

Tucker's Train Supply, Pensacola, FLA. Terry Tucker, all scales, new merchandise. Terry has one of the last remaining major model train stores in Florida. Terry Tucker promised Andy at the Pensacola show in November, which he coordinates.

Memory Station, Lewis Collier, Watkinsville, GA. Lionel, other large scale, and some of all scales. Lewis has been a fixture at our show for years. *He could not come last year but has put us on his calendar for this year.*

Big Creek Hobbies, Sarasota, FLA. HO vehicles, other N and HO trains and accessories. One of the largest selections of HO cars and trucks anywhere. Spiro attends most of the Southern model railroad shows.

BBMRA Important Events in 2023!!



Help us build this calendar. Email sammiller61113@outlook.com. Please confirm that an activity is still on before you travel to it. We are listing Internet links whenever possible.

Here is a terrific national calendar:

https://www.railserve.com/events/train_shows.html

BBMRA meetings are the third Tuesday of each month. We have resumed meeting through Zoom only because of the COVID resurgence.

BBMRA Zoom: Go to Zoom Program or Internet site and use these codes.

Meeting ID: 873 5905 5848, Password: BBMRA2022

Lionel Interest Group Operating Sessions: each Sunday at 1:30 p.m. at Sam Miller's house in Woodgate. Call (850) 459-3012 for further information.

May 6, 2023, Kingsland Station Train Show, Kingsland, GA. See flyer below.

June 23-25, 2023: 32nd Annual Tallahassee Model Train Show & Sale: North Florida Fairgrounds, Tallahassee. Set-up is Friday, June 23. Show hours are 9 to 5 on Saturday and 9 to 4 on Sunday. <http://bbmra.club/>

June 24, 2023, Sunshine Region NMRA Northern Division Workshop: In conjunction with the BBMRA annual train show and sale at the Leon County Fairgrounds, 441 E Paul Russell Rd, Tallahassee.

Beautiful Brass Goose – Broadway Limited's Santa Fe "Blue Goose" New for HO Fans!



TRAIN SHOW

KINGSLAND STATION
KINGSLAND, GEORGIA



Sponsored by the Florida Georgia Railway Heritage Museum Inc., and the Georgia Coastal Railroad

Admission: Adults \$7.00 Children: \$5.00

Price does not include special events put on by the Georgia Coastal Railroad.

Saturday May 6, 2023, 9:00 a.m. - 5:00 p.m.

Location: Kingsland Station, 440 S Lee St. (HWY 17), Kingsland, Ga 31548

VENDOR REGISTRATION

I would like to reserve _____ tables @ \$25.00 each paid in full two weeks prior to the show.

Name _____

Address: _____ City _____

Phone Number: _____ Email: _____

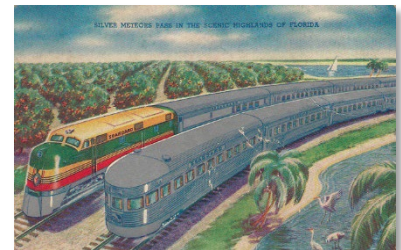
Online register at: www.thegeorgiatrains.com, If paying by check please make checks payable to: Florida Georgia Railway Heritage Museum Inc., Att. Brian at PO Box 1935 Mt Dora FL 32756 Phone: (904) 370-3744

Pensacola Railfest 2023 is Saturday, November 11, & Sunday November 12



The Pensacola Model Railroad Club has announced the dates for Pensacola Railfest 2023 - Saturday, November 11, and Sunday November 12, at the Pensacola Fairgrounds, Building #1, 6655 Mobile Hwy, Pensacola, FL 32526.

Vendors and exhibitors will be able to setup on Friday, November 10, from 11 a.m. until 5 p.m. Set-up is closed to the General Public and no sales can be conducted during set-up. The show will be open to the public on Saturday from 9 a.m. until 5 p.m. and Sunday from 10 a.m. until 4p.m.



Pay Your 2022-23 Dues by PayPal

The BBMRA now has the option for new and current members to pay their dues online by using the PayPal link on the BBMRA.ORG website. It is under the Membership menu item. When you select the PayPal button you will get the



Pay Now



option to use your PayPal account if you have one or use a credit/debit card. The dues are \$21 using this method. If you would like to pay by check, you can send your \$20 to **BBMRA, PO Box 3392, Tallahassee FL 32315-3392** or you can send it directly to **Neal Meadows, Treasurer, 2812 Whittington Dr., Tallahassee FL 32309-8213.**

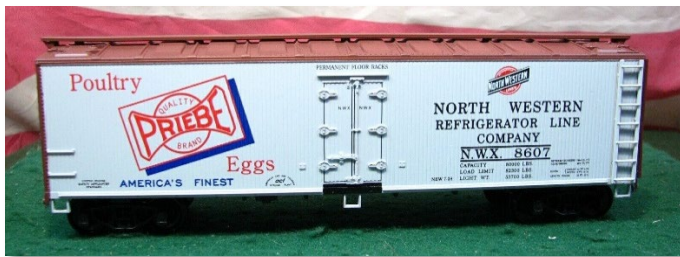
BILLBOARD REEFERS OUT OF THE PAST

By: Neal Meadows, Ed.D.

I like to eat eggs for breakfast several days a week. Not sure whether that is good or bad depending on the study you see or hear about. So far, my cholesterol is very low so I will keep on eating them. Ever wonder about the commercial egg business and how long it may have been in process? I have seen several different billboard reefers that feature egg producers. I have more than one kind of these cars, but I have decided to feature this one this month.



Priebe & Sons



Weaver C&NW 8607 Preibe 2 rail reefer O Scale Chicago & North Western RR.

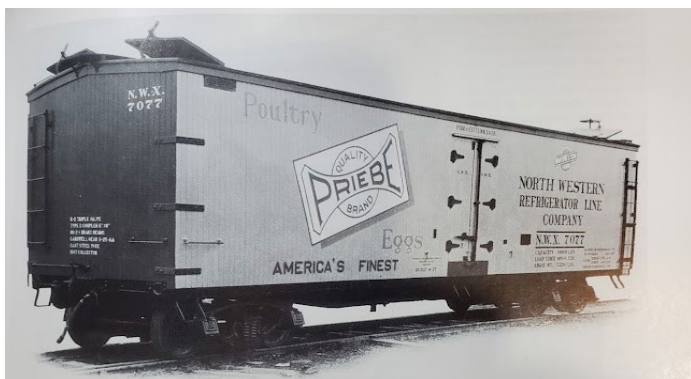
\$56.24



Micro-Trains Line N Scale MTL 49520 NWX 8607 "Preibe Poultry & Eggs" 40' Wood Ice Reefer. \$14.95



Athearn 7576 Preibe 40' Wood Reefer. "North Western Refrigerator Line" NWX 8607. This was a C&NW car. \$20.00.



North Western leased cars to a variety of poultry and egg producers. NWX 7077 of the 7000-8499 series was assigned to Priebe & Sons When delivered from AC&F in April, 1927.

Edward S. Kaminski Collection Photo

Picture from Billboard Refrigerator Cars by Hendrickson & Kaminski, 2008



Another car leased to Priebe, PRLX 84209 was assigned PRLX reporting marks when new in September 1931; it was one of 20 cars in the 84200-84219 series and was equipped with brine tanks.

Edward S. Kaminski Collection Photo

Picture from Billboard Refrigerator Cars by Hendrickson & Kaminski, 2008

HISTORY OF COMMERCIAL EGG PRODUCTION

From Ancient Times

Since birds and eggs preceded man in the evolutionary chain, they've existed longer than historians. East Indian history indicates that wild fowl were domesticated as early as 3200 B.C. Egyptian, and Chinese records show that fowl were laying eggs for man in 1400 B.C. Europe has had domesticated hens since 600 B.C. There is some evidence of native fowl in the Americas prior to Columbus' arrival.

Nearly 200 breeds and varieties of chickens have been established worldwide. Most U.S. laying hens are Single-Comb White Leghorns.

The Early 1900s



In the 1920s and 1930s, egg farms were still mostly backyard systems. Many farmers had laying hens to supply their own families with eggs and would sell any extra eggs at local farmers' markets. As selling eggs became profitable, some farms started building up flocks of about 400 hens. The hens roamed around outside with a coop for roosting.

Living outside presented some problems, mainly with weather and predators. Social issues within the flock included the "pecking order" in which bigger and more aggressive

birds would eat more of the food, leaving less for the other birds.

Scientifically controlling what the birds ate was another major step forward in maintaining healthy hens and ensuring eggs of consistent quality. While these advances helped, the hens still had a mortality rate of about 40 percent.

Research on moving hens to indoor living showed many benefits. While expensive, specialized large hen houses resulted in much healthier birds. When living indoors, the hens weren't exposed to predators and the elements, including temperature extremes.

Instead of the hens eating whatever they found outside, feed could be better controlled indoors, too.

These changes reduced hen mortality to 18 percent a year. But some of the same old problems remained, including sanitation, waste control and the pecking order. The eggs were often dirty and exposed to some of the same waste-related bacteria as the hens.

The Mid to Late 1900s

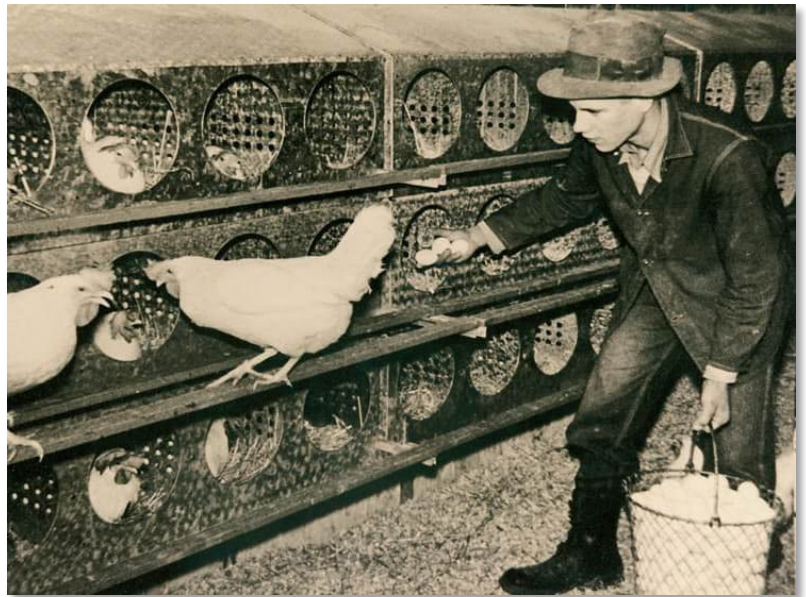
Continuing studies began in the late 1920s. In the late 1940s, some poultry researchers had favorable results with raised wire-floor housing for hens. Sanitation greatly improved when hens were raised off the floor. Neither the hens nor the eggs came into contact with waste, and waste removal was much easier. Feeding became more uniform as the timider hens were able to eat and drink as much as they wanted. This resulted in more uniform egg-nutrient quality and less feed being needed for the flock.

In colder climates, farmers modified the southern structures by enclosing them and adding fans for ventilation. The hens themselves were a great source of heat for the winter.

Conveyor belts were added to the hen house to collect the eggs as soon as they were laid and carry them to the washers.

By the early 1960s, improved technology and the development of sophisticated mechanical equipment were responsible for a shift from small farm flocks to larger commercial operations.

Improving the health of hens through more protective housing and better feeding facilities led to more eggs which led to increased automation to handle the eggs and lower costs to consumers.



Today

Annually, about 60 percent of the eggs produced are used by consumers, about 9 percent are used by the foodservice industry and the rest are turned into egg products which are used mostly by foodservice operators to make the meals we eat in restaurants and by food manufacturers to make foods like mayonnaise and cakes mixes.

W.B. PARROTT-PRIEBE & SONS



The W. B. Parrott Produce Company,
about 1918.

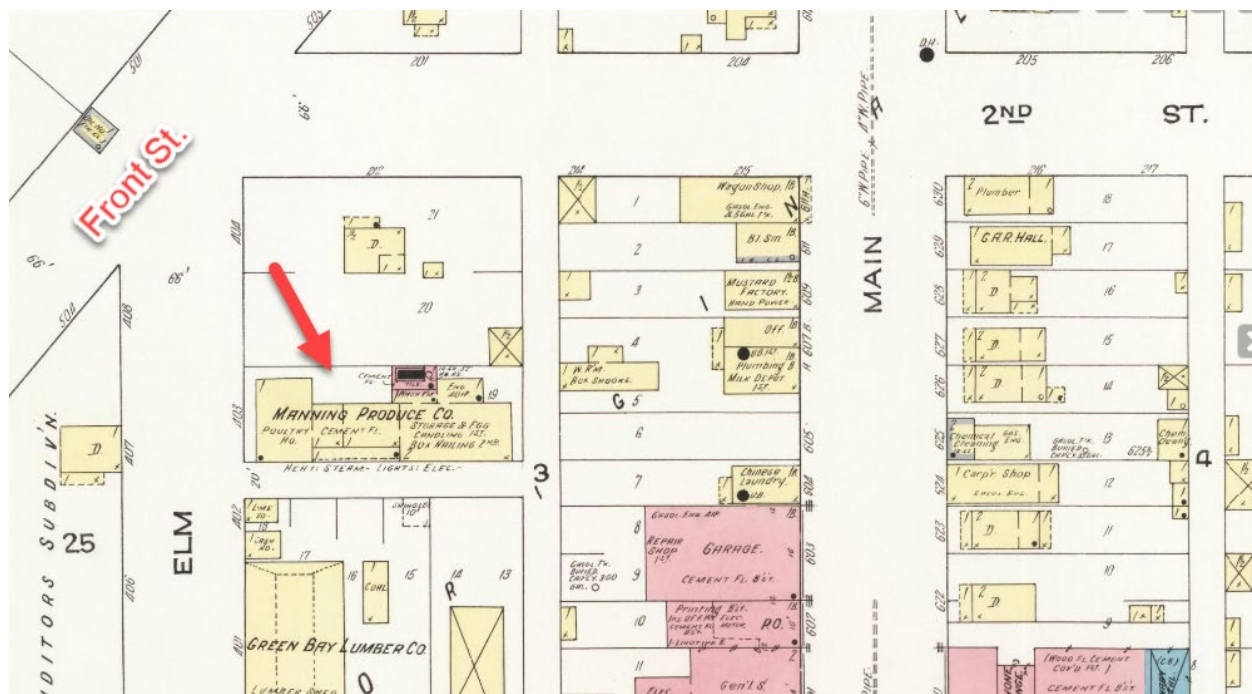
A produce firm which opened in 1893 in the basement of the First National Bank Building grew into one of Iowa's leading poultry processing businesses.

W.B. Parrott began working for the Jarvis Gafford Produce Co., which bought poultry, eggs, butter, and cream. After a fire destroyed the bank in 1895, the business was reopened in a building north of City Hall. Parrott remained there until 1898, when the firm was purchased by Judson and Lenhart, who moved to a new location at lot 6, block 7.

Parrott and his family then started the Manning Produce Company. From 1902 to 1904, the firm sold its products to Armour and Co. A strike at Armour forced Parrott to seek new markets, and he turned to Priebe & Simater of Chicago. As a Priebe subsidiary, the Manning firm became known as the W.B. Parrott Co.

In April 1945, Priebe & Sons, Inc., bought the Parrott Co. Although there was no change in location, personnel, management or policy, the Parrott name was dropped, and the firm became known as Priebe & Sons. Priebe & Sons was at the time operating 27 poultry and egg plants, 17 hatcheries, and had distribution centers in New York, Kansas City, Cleveland, and Chicago, the home of its general office.

The plant, located in a three story, 100 by 135-foot building at the intersection of Front and Second Streets, became a combination hatchery, produce company, and processing firm. Processing began in the early 1900's when old laying hens were dressed and packed in ice-lined boxcars for shipment to Chicago and New York. Some of the meat was used for Campbell's soups.



An ammonia cooling system added in 1910 made cooling with ice obsolete. As the business expanded, five more ammonia cooling systems and four coolers were added.

An egg drying plant was added in 1943, this country's first large-scale war industry. The plant ran 24 hours a day with a goal of drying 5,000,000 pounds of eggs per year. During this time, the firm employed 130 people and had a weekly payroll of \$3,000. The Manning plant processed 44,000 pounds more eggs than any other plant in the United States.

To process the eggs, between 12,000 to 15,000 cases passed through the breaking room each day, which was operated by a crew of 72 women working three shifts. After being candled and sorted, the eggs were broken and put into 50-pound cans. Men poured the eggs into a large mixer and then ran them through a strainer to remove any shells. After being cooled, the mixture was carted to the drying room. It ran through a hydraulic pump under 5,000 pounds of pressure, to the two-story drier funnel where the mix was subjected to intense heat. It was spray dried until about two-thirds of the volume was removed by evaporation. The egg mixture went into a second drier and then into barrels. Each barrel, which was lined with a heavy wax paper and held 175 pounds, was government tested and sealed. The end product looked much like yellow flour; 97 percent of the moisture had been removed.

These dried eggs, purchased by the Surplus Marketing Administration, were used by the U.S. Army during World War II. This was one way the government could control a steady price of 22 cents which was being maintained on eggs at the time.

Although the egg drying was discontinued in the early 1950's, the freezing of eggs was continued. Eggs had been frozen at Priebe's since the 1930's and sold to bakeries, mayonnaise companies, etc.



In the late 1940's, nearly 100,000 broilers and turkeys per week were packed at Priebe and Sons' Manning plant. Priebe & Sons owned a broiler farm one-half mile south of town, where they raised 85,000 chicks at all times. The premium product was Priebe's Silver Broilers. The firm also sold to farms in this area and as far away as northern Missouri and southern Minnesota and then bought the broilers back at about three pounds for processing.

In 1950, the Priebe Hatchery was opened as a separate unit from the shell egg, poultry procurement, and processing department. The Hatchery was managed by Glen Kusel and was located on Highway 141, the present home of Rasmussen Lumber.

Henry W. Brandhorst managed the Parrott business from 1910 until August 1945. Brandhorst had bought an interest in the company in 1917; W.B. Parrott sold his interest in 1924 and left the firm to farm.

Other managers included Claude Anderson, Earl Gordon, Ted Thedford, and Leonard Frahm.



Employees of the Manning Produce Company in 1908 included Hank Parrish, Frank Bucheit, Ray Atwood, and Earl Lathrop. Owner W. B. Parrott is shown in the back row, fifth from the left.

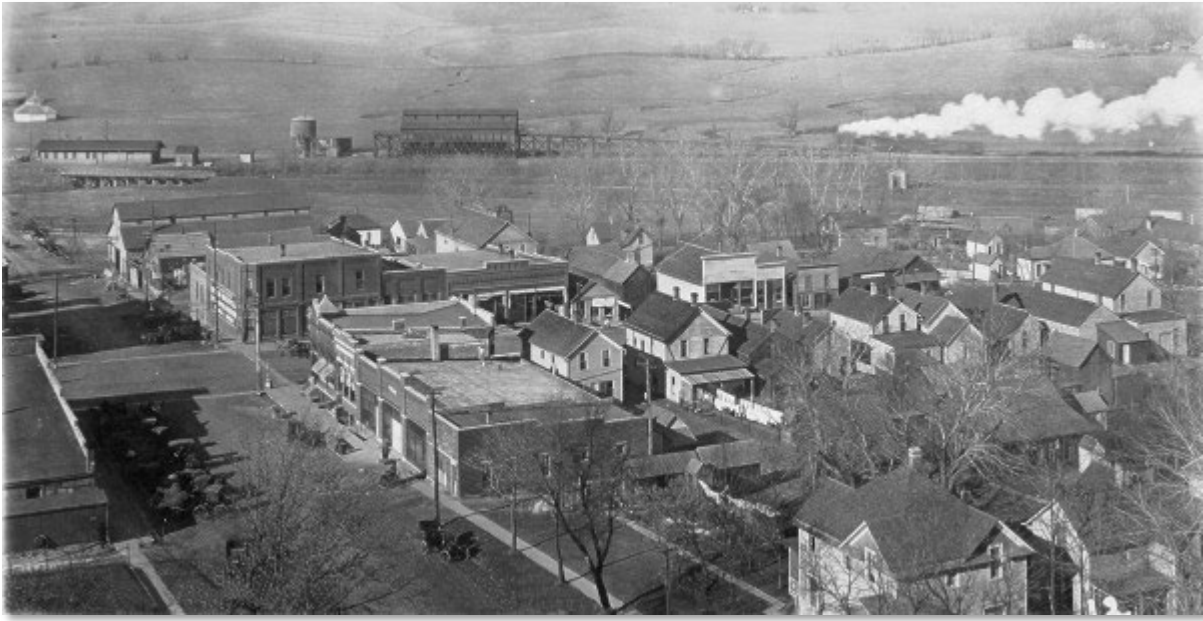
More than \$2.75 million was pumped into the Manning economy by the Parrott Company in 1944, the last year operated under that name. This included \$2,663,656 paid out for eggs and poultry, \$5,602 for hatching eggs, and \$88,432 in wages.

By 1956, the processing plant was employing 98 people and the hatchery business had four employees.

The Priebe family continued the business until 1957, when the company moved its entire operation to North Carolina. Randulf Produce Co. kept the business open two more years; the 50-year-old processing building was then rented to Pacific Adhesives for use as a blood drying plant, and by Schroeder's Farm Store. In January 1967, the original part of the building was destroyed in a \$112,000 fire. The brick building added in 1941 as part of the egg drying system was hardly damaged and continued the next ten years as the blood drying facility. Today, that too has been closed.

Veteran's Day Parade 1946 in Manning, Iowa





Manning Arial Shot 1927 (notice the steam locomotive in the upper right)



Priebe & Sons Company Building in Manning, Iowa in the mid-1950s



The Park Hotel built winter of 1892-93 next to what is now Iowa 141.



The Park Hotel Lobby 1912

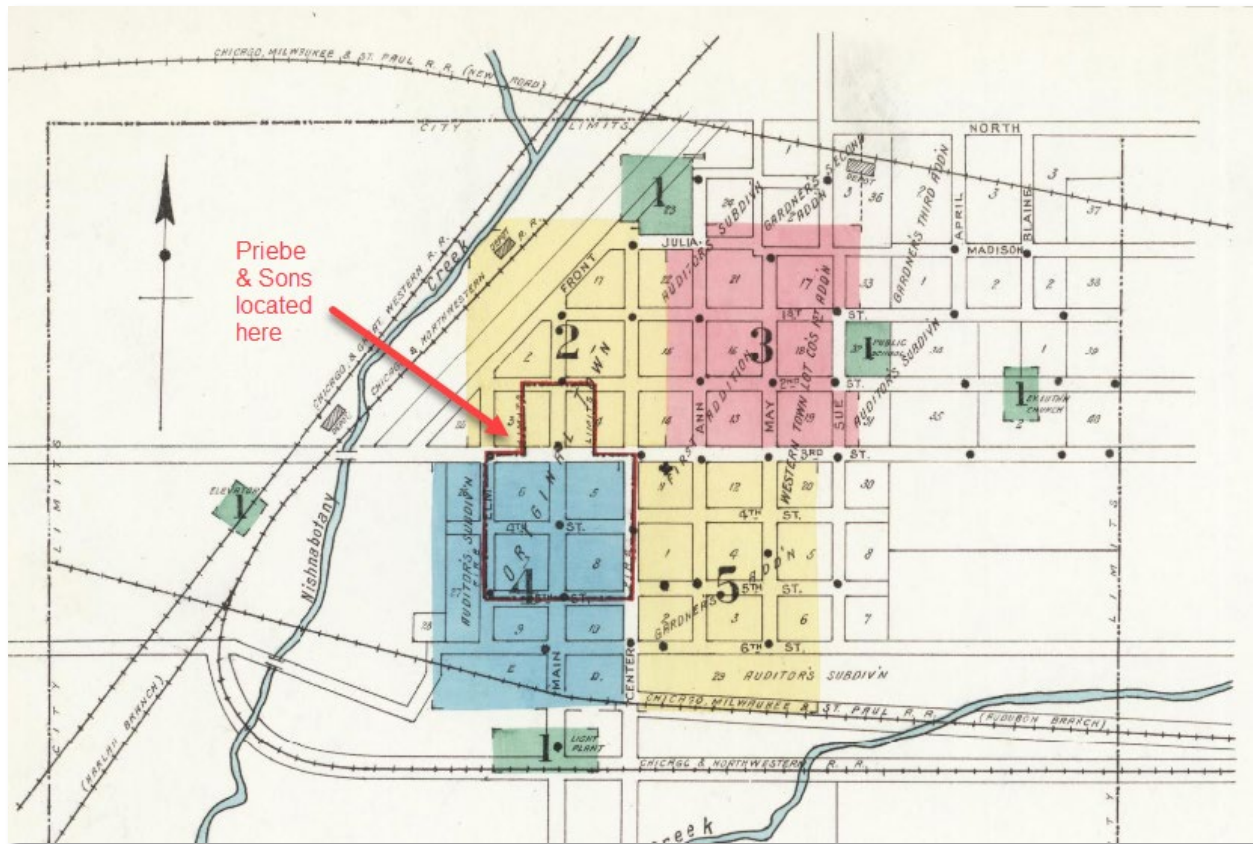
The Park Hotel, built in the winter of 1892-93, was located on the site which has been called Manning's first livery and feed establishment. Actually, it was an open section of ground, shaded by trees, with the "stalls" being circles about 15 feet in diameter, surrounding a post or tree.

Located at the corner of Sixth and Main Streets, the Park Hotel was convenient to travelers arriving on the **Chicago, Milwaukee & St. Paul Railway**: the depot was one block south of the hotel. Those arriving on the **Chicago & North Western Railroad** could go a block south to the Breon Hotel. When the **Chicago & Great Western** Railroad depot was built about 1896, it was sited two and a half blocks southwest of the Breon. Manning is now served by the BNSF Railroad curving around the town on the north side.

Because of the excellent railroad connections, many salesmen made Manning their headquarters and would travel to the surrounding towns by train or by livery team and buggy. Many would stay at the hotels a week at a time to do this traveling. Some would also set up displays in the hotel, sending cards to prospective buyers who would in turn come to Manning by train to buy the merchandise on display.

The Park Hotel, which offered salesmen a "sample room" for their displays, was especially popular. The L-shaped building was 100 feet by 140 feet, two stories high, with a wide, two-story veranda facing west and continuing part way along the south. The site for the hotel had been furnished by the businessmen of the town; the building itself cost \$4500.

John Noble was the first proprietor, and he called the firm Noble's Hotel. In August 1893, Wilson N. Rugg bought the furniture and fixtures, and renamed it the Park. He bought the building in 1896 and spent \$500 on improvements such as a new heating plant and a water and sewer system. Rugg quickly earned the reputation for having the "best \$2 house of any town in Iowa the size of Manning".



Sanborn Map showing the three rail lines serving Manning, Iowa in 1921



Priebe & Sons in Perry Iowa

The Globe Manufacturing Co. was started in January 1907 in the old Shotwell and Davis building north of the tracks. Soon the plant was too small, and a new, brick, two-story building at Fourth and Bateman streets by the tracks was put up in Perry Iowa.

As this time, A. S. Kibby realized that B. C. Dilendeck had control of the plant, so he withdrew from the company and went back to the original place to start over with a new idea for another machine.

The Globe Manufacturing Co. burned down Jan. 27, 1915, but it was soon rebuilt. During the best times, it had up to 60 workers, but depression and keen competition closed it about 1930.

Kibby, with his new idea and some money salvaged from the first company, started the At Last Washer Co. This was the beginning of the period when Perry had two washer plants.

After the war, Kibby put up a new plant on First Avenue next to the tracks, and his brother, Ernest Kibby, joined him. But the Kibbys never had the capital to develop and promote the business and after Mr. Kibby's death in 1929, all work stopped.

The Progressive Foundry started in the basement of the At Last Washer building in 1918 by Richard Tietgen of Chicago. At that time, Tietgen was making castings for both washing machine factories.

In 1931 the Des Moines Valley Produce Co. came to Perry, moving into the old Globe Manufacturing building. For the first four years, they just bought eggs and poultry for Priebe Co. of Chicago, but in 1935 it was changed to a concentration plant.

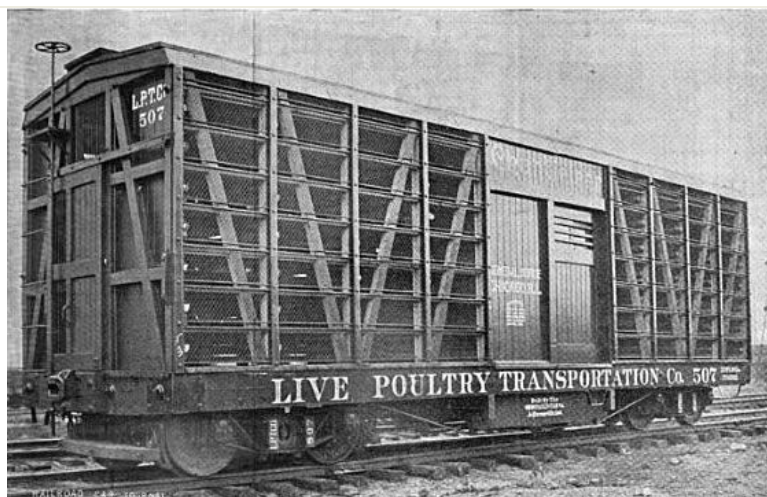
In October 1940 the plant was destroyed by fire. A year later, they moved into a new plant at Second and Bateman streets, and in 1945 the name was changed to Priebe and Sons Inc.

Poultry Shipped by Rail

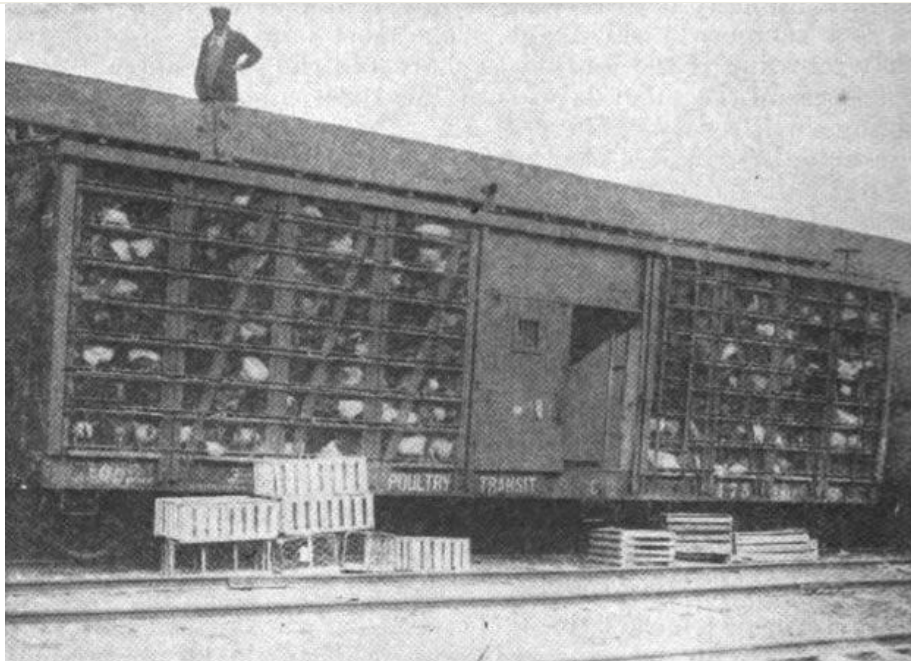
It was interesting to look at the various types of freight cars that were used to ship live poultry. Live poultry cars were invented in 1884 for the safe transportation of chickens, duck, geese, turkeys, pigeons, and other types of fowl. They were sometimes called "Cackle Cars" obviously from the noise that arose from the fowl.



Here you can see a live poultry car being utilized for its intended purpose. These cars could haul as many as 5,000 chickens, depending on their size. The cars would sometimes roll along the line, stopping in various farm communities along the railroad to pick up chickens. Once the car was full, the chickens would be sent to market in a large city such as Chicago or New York. Photo from the Poultry Herald, October 1919



It looks pretty sharp brand new, but it won't be long before thousands of live birds will mess up the nice paint job of Live Poultry Transportation Company car #507. LPTC was so proud of their fleet, that they named many of their cars. This car was named "Chanticleer." Note how low the car sat on the wheelsets. This was due to the higher-than-normal carbody. Photo from The Railroad Car Journal, January 1893.

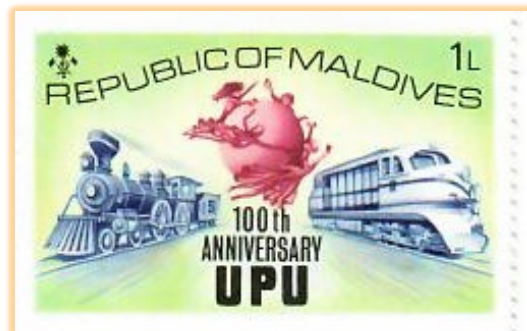


A man poses on top of live poultry car #475 in service for the Live Poultry Transit Company. Note all of the empty coops sitting outside of the car. The fowl were transferred from the coops to specially designed cages within the car.



Sometimes called "cackle cars" for obvious reasons, live poultry cars were undoubtedly noisy and smelly places. Just imagine if you were the carman or attendant who had to live with 5,000 chickens for a week. Note the smokestack at the center of the car for the attendant's "stateroom". Photo from The American Railroad Freight Car.

RAILROAD STAMPS FROM AROUND THE WORLD





Minutes from the January 17, 2023 Meeting of BBMRA

President Andy Zimmerman was delayed by a private work commitment, so Vice President Stacey convened the meeting around 7:45 p.m. through Zoom. Andy joined a few minutes later. Nine members were recorded by Zoom as on the call. The minutes from the December 2022 meeting had been distributed in an attachment along with the January 2023 Lantern. They were approved – with Phil Weston making the motion and Sam Miller seconding it. Treasurer Neal Meadows presented a summary of club finances, and his report was approved; again, with Phil moving and Sam seconding. Club financial details are not included in minutes but are available upon request to Neal to any club member.

Division Reports/Large Scale: Sam said things are a little slow right now for his group. He did express hope that the club can participate in the spring festivities at the Northside Community Center, off Bannerman Road, this year. It will be a tune-up for the O Gauge T-Trak modules for the June show; and similarly for the other T-Trak layouts as well.

HO: Phil noted that the division has received some donations, including from Don Meeks, who has moved into assisted living, and is sorting through all of them. It is working on converting to DCC a couple of locomotives to add to the mix for upcoming HO T-Trak setups.

N Scale: Stacey Elliott made the report, focusing on a project with folks at the museum in Havana. Stacey, who lives just outside of Havana, has been asked to develop a N Scale coffee table diorama on the history of the shade tobacco industry and related railroading activities in Havana. In addition, Stacey has been asked to arrange BBMRA setups and operations during a new fall festival being planned around the Havana Museum. He and Neal Meadows would be attending a meeting with museum folks soon.

NMRA: Club member Bob Feuerstein, who is Sunshine Region Northern Division superintendent, discussed a February 11 ND workshop at Jacksonville Beach. Andy Zimmerman joined Bob in urging the almost a dozen BBMRA members who also are in the NMRA to participate in that workshop as well as other activities planned throughout 2023.

Andy discussed the recent SSR board meeting held in Cocoa Beach as part of Prototype Rails 2023 and said there is at least some interest in breaking up the Northern Division. He and Bob oppose that. Andy discussed how, for the time being, no official SSR activity can be tied to Boy Scouts of America. Andy mentioned other “disturbing” discussions at the board meeting. BBMRA who are in the NMRA should get with Andy if they want more information.

Good of the Group/June 24-25, 2023, 32nd annual Show & Sale: Andy Millott reported that Saturday, March 11, had been selected as the date for the 2023 layouts tour and that the visits will be in person for the first time since before the Covid epidemic. Three club members have agreed to participate, but there is still plenty of time and room on the schedule for others, he said. Andy can be contacted at millott32073@hotmail.com

Phil Weston mentioned that he would be soon sending out reports promoting the show to model train clubs and hobby shops in our region, to hobby related Internet sites and other interested groups. Phil has done this for several years and it is an important tool to generate interest.

Andy Zimmerman noted he will be sending out the initial vendor registration packet within the next few days, working with Sam Miller, who helps coordinate with vendors. Andy said he has recruited the first manufacturer participation in our show, Jacksonville Terminal Company, which products intermodal modeling items, mainly for N Scale. He is trying to recruit other manufacturers. Both Andy and Sam have been recruiting regular retail vendors – Andy at the November Pensacola show and the recent Cocoa Beach convention and Sam at the Deland two-day train show earlier in the month.

There was no formal program at this meeting.

Submitted by Sam Miller for Sheldon Harrison